Cases Canned Salmon.

AND FOR SALE BY

HAVE RECEIVED

A Fine Assertment of

CASTLE & COOKE.

ASTRINA CURE, which helped me very much. My case lag of song standing, I can truly recommend the medic to others. He spectfully runs to the College, to others. He spectfully runs to the College, to others. He spectfully runs to the College, of the Corollars to DILIANSHAM & CO., 650 km. Substanding the Corollars to DILIANSHAM & CO., 650 km.

PERIODICAL AND NEWS AGENCY AMERICAN, ENGLISH AND AUSTRALIAN

from the date of publication. And at prices that barely cover the cost of subscription and Papers Delivered Free of Postage in any part

No Subscriptions taken for Less than One Year. SUBSCRIPTIONS PATABLE ALWAYS IN ADVANCE.

CERMAN, and FRENCH WINES

AS PULLDIFFE HUNGARIAN:

RHENISH WINES: I split a Existent and School bear. | 111 FRENCH WINES:

HUNCARIAN,

Bordenux : Pastine Docume Santerne: Chates o'Yquen

Champagne, Heidsiek & Co's.

OLD COGNAC. CHAMPAGNE COGNAC. HOLLAND GIN

MICOHOL, 98 PER CENT, FULL PROOF Which they offer for Sale at Reasonable

F. A. SCHAEFER & CO. HAVE RECEIVED

PER R. C. WYLIE FROM BREMEN! A. HANDSONE

ASSORTMENT OF GOODS

A NO THEREST CONPLETED THEIR Dry Goods, 9 abagailled

Hosiery. Clothing, Woolen Coods

Dress and Fancy Goods! SILKS,

Broadcloths, Doeskins & Cassimeres, Hardware,

BURLANS AND SAIL TWINE, FRENCH CALFSKINS, Sheet Lead, Oil Paint,

CIGARS AND CIGARITOS ENGLISH, FRENCH AND CERMAN CROCERIES!

Prices and Terms to Sult the Times.

DESIDED DECEMBER A. W. PEIRCE & CO.

Offer for Sale

Darrens of Salvery New Series WHALE BOATS AND BOAT STOCK!

GROCERIES.

Flour & Bread!

Lime and Cement,

California Hay, -- AND --

By Steamer from San Francisco,

Potatoes, Onions, &c.

Agents for

Brand's Bomb Lances,

Perry Davis' Painkiller, Puuloa Salt Works

HIDES, SKINS, TALLOW. THE UNDERSIGNED CONTINUE TO I pay the bighest market price for Dry Hides Cost Scies and Good Tallow, C. BREWER & CO.

TO WOOL GROWERS. THE UNDERSIGNED CONTINUE TO I Respectfully Solicit the Public Patronnee buy Would at good prices. Weeks coming to order this Spring particularly desired to make 12 Fort Street.

C. BEEWER & CO.

Wagen calls for all Orders.

A CREAT REMEDY!

Such's California Asthma Cure! TO THE PUBLIC. For the past two years call, 1872. I was seized with a most severe attack of attenna. I completed so much that it seemed to take away is strength. I could eat mothing without its giving me write pully in the chapt and there. I called in a pootest of a point a waterier claimate, and I went in San Jose, but large of claimate had so effect, and when I left San Jose have separated to revere a prevent in reverse that it is startly and the part of the second provent in the san Jose where expected to reverver. I finally tried this remedy, nich gave such reflect at our that I continued taking the second provent is our provent. I am now as the and hearty as I ever was in my life. I have recent-ended it is otheren and it invariably predicted the same uppressing. I now recommend it is the make. happy results. I now recommend it to the public, because the believe, as a remedy for asthma, it has no epits!

Yours, do., FRANCIS' L. SUCH.

SAN PRANCING, March II, 1875.—To oil selons it may secon.—This is to certify, that I had a severe cough for any years. I look all medicines I could hear of keeping be and the authors, but all lost its effect in a few days, of being well acquainted with the veperable kingdom, it was made gallons for myself, and all had about the same for after several days taking, until Mr. Such, the Good consistent come along with a bertie of his California.

THE COMMERCIAL

PUBLICATIONS Purnished to Subscribers within Ten to Twenty Days

F. A. SCHAEFER & CO. PER BARK R. C. WYLIE, FROM BREMEN, of the Group.

& Files made up at abort notice for Whalemen & Travelers GENUINE AMERICAN NEWSPAPERS

> ILLUSTRATED PAPERS 's Ill. Weekly Chinney Corner Fudget of Fun lon Iil. Nexu

JUVENILE PERIODICALS Our Young Folks, monthly Youth's Companion, weekly Little Corporal, weekly CALIFORNIA PERIODICALS

Daily Alta California
Weekly Courier (French)
RELIGIOUS PAPERS . Independent, Congregational organ, stian Union, H. W. Reschet's paper ...

LONDON PAPERS Graphic
Pail Mail Dalget
Evacing Mail (fr. weekly Times)
Esterchar Review
Lloyd & Weekly Times
Weekly Times

LONDON MONTHLIES

AMERICAN MONTHLIES Littell's Dring Age, weekly .

AUSTRALIAN PAPERS

Any Periodicals, not in this list, will be ordered at any time, and supplied at cost and charges.
24 Address St. M. WHITNEY

PRICE LIST

OF-

CHELSEA LAUNDRY Wines and Spirits, &c., &c ON AND AFTER THIS DATE THE FOL-

> Turked or Fluted, and 19c, for each Huffleyeach 20 Tucked or Fluted, and 10c, for each Ruffle) each. Tucked or Fluted, and extra with lace, and 10

presents for each Rieffic; each.

20 presents. White or Colored, Fish.

20 presents. Tacked or Fixted, (and 10 cents for each Buffle) cach.

20 presents. Ruffled with Heading, and extra with Lace, (and 12 cents for each Huffle) each.

20 pht. Bruss., Phils gash.

25 pht. Bruss., Phils gash.

26 pht. Bruss., With Hutfle, (8 cts. for each Ruffle, each 8);

Children's List. ips, Tucked or Fluted, each, pand life for each Stuffed & is

Mousehold List. Table Cloths, Large, Fish, each Table Cloths, Large, Starched, each Table Cloths, Medium, Phili, each Table Cloths, Medium, Starched, each

worth doing well. HY INTENTION-To gire Satisfacti MYTERMS-Cash on Delivery.

Wagon calls for all Orders.
445-by W. M. Wallack, Proprieton.

as she was, was tremendous goin'.

when the look-out sung out:

the helm.'

HAWAHAN GAZETTE "You see, sir," said the old sailor, "they had to do it them times, and the skipper than ten feet. If we had a luffed when was no help for it, and the second mate that didn't carry on and make passages we first seen her we could have cleared and one of the men slung themselves in was very soon told that his services wasn't her easily, but as she first loomed up bowlines and went over the side, and no longer required. So captains run all through the fog of course we couldn't tell arter a good deal of trouble managed to sorts of risks, and had to. There was a which way she was agoin', and there's no cut the lanyards and let the wreck go good many lines, and all running opposition to one another; and the line whose you do you must do at once, and there clear the carpenter sounded the pumps ships made the shortest passages got the fore the mate did right in portin' his helm. and reported the ship tight, and then the most passengers, and that was what paid better than freight. So they used to drive right through, fair weather or foul, clear or foggy; and though the skippers knew the danger well enough, and knew how to go safe, they was forced to drive on and

Dismusted in Mid-Ocean.

The Perils of the Atlantic.

up agin' some craft at any minute. take the risk. Sometimes an accident would occur, and sometimes a ship would come home missing, and then there'd be a row kicked up about it in the newspa- so likely to fall in with vessels, and any their suppers, and then we'll turn to with pers, but the old thing went on just the we might come athwart would be either a will, for I expects to have a fore and same, and the fastest ship would still catch the passengers. Ships will meet with ac- trary direction; but we kept a sharp look- on to the westward, and I have no doubt cidents, no matter how careful a skipper out nevertheless as long as the thick we'll get canvas enough on her to make a may be; but there's a many that occurs weather lasted. I think we was six days fair passage yet.' just through carelessness. I heer'd tell of out afore we got a observation, and for "All this was very well, except the one old man, arter a ship had gone on to all this while the wind had kept steady last part. What he ought to have done, Jersey Beach, that said that any man that and strong from sou-sutheast, and as we and what he would have done if he'd a run a ship ashore 'twixt Fire Island and | was a steering west-norwest of course it | had more years over his head, would a Barnegat ought to have a deep-sea lead was right abeam, so that we could carry been to have gone back and got her into slung around his neck, and wear it all the our stun-sails, keeping the topsail-yards the first port he came to; but he was a rest of his natral life. Well, that same well checked in.

skipper, the very next voyage arter he "Of course all hands, passengers and thought it would be a grand thing if he own ship, one of the finest of the New had got along with all this fair wind, and he was bound to try it on and do it if pos-York liners, right slap onto Squam Beach, there was considerable betting in a small with t'gallant stun-sails set on both sides. way as to whether or not we had got to days when we left London, and these His chronometer got out, he said, but it's the westward of 30 deg., the odds being could easily be made to spin out a hunas likely as not she overrun her reckon- 2 and 3 to 1 that we had; and so arter dred if need be. We had plenty of spare ing-as common an occurrence as any the old man had got his arternoon sight sails and as many spare spars as we needthing I knows on, specially runnin' in to- some of the steerage passengers went aft ed for a jury rig, and so our strait wasn't wards the land. A ship will always go and found out that we was chock up to so bad arter all. 'Twas our watch below, in shore a heap faster than she'll go off, 33 deg. 30 min., or more than one-third and we'd just been agoin' to get our supand that's what was the matter with that of the way over, which in six days you'll pers when the accident occurred, and so there steamer that my old woman was a admit was great goin'. 'Twas a heap too when we went below we talked the matreaden me about, that run ashore the other good to last. With the clearing away of ter over and come to the conclusion that day a runnin' for Halifax harbor. Every- the fog the wind breezed steadily, and at we'd do the best we could to help the old body is a pitchin' into that there skipper, four bells in the dog-watches it was a man out of his scrape. So arter we'd had 'cause he didn't know where he was ex- blowin' stiffer than we'd had it at all. The turned to to make a night of it. It was actly, but bless you, sir, that's as common old man was so proud of the quick run he no fool of a job to get a tackle up to the as can be for a man to wake up in the had made so far that he didn't like to take head of a stump of the mainmast the way mornin' and find his ship miles away from a stitch off her, and then she was so stiff she was rollin', for with nothing into her where his reckoning puts her. Where that she did not feel the wind at all; and that skipper missed it, accordin' to me, it was in reality blowin' a good deal hardwas in goin' below just about the time he or than any of us thought for. The old ought to have been a turnin' out. My ship was as upwright as a dash, but her use, it couldn't be did; the big smooth idee is he tried to do too much. He cal- spars were bending like willow whips. culated he'd stop up all night, and along When the man relieved the wheel at four about eight bells he got a bit tired and bells I suppose he was a little careless at just went into his room to rest a bit, and first and let her come to a couple of points, so dropped off to sleep. Now, if he'd a and this was just about all that was needhad his dinner along about 3 o'clock in ed. The spars before that had just as the afternoon, and then took a good much as they could bear, and as she come stiff ber of brandy and water and a turn- to, first the fore-brace went, then the top- t'gal'sail up from below and bent it to a ed in till about four bells in the first mast studding tack, and as the fore-yard watch-and it wasn't possible to be in went forward it wrung the head of the

with the land afore that time, allowin' for foremast off, just about the spider band. the biggest error that could occur—why then he'd a turned out at that time as fresh our ship was a wreck complete. Of course agin.

"Well, the old man was pleased enough the instant all the wreck of the foremast." racket nicely till daylight. But to go be- struck the water, at the rate the ship was low when, accordin' to his own reckonin', agoing at the time, it could not help but ever, it's always easy enough arter an ac- the main-yard, the mizzen-mast just below man was a carryin' on too hard. What I t'gal-stunsails. I shall never forget that sot out to tell you this arternoon was sight, sir, if I live a hundred years; one about one passage I had from London to minute we was agoing along with every New York, where I was just all winter on blessed stitch a pullin' like young elethe ocean. We sailed from London on phants, the next minute we lay dead and

Guy Faux's day, I recollect, somewhere helpless out in mid-ocean, with not a stick along in 1851 or 1852, and we got in here to bless ourselves with. "Right along amidships we had a temsome time in March. We had over 300 took our departure from Dungeness light swer the law which had just then been along about eight o'clock, I reckon, and passed, that the cooking apparatus should gradually canted to the southward, with around each fire getting their supper owin' to this we didn't realize how bard crowd wasn't killed by the main-rigging perience, and was, of course, very anxious of them damaged in the least. But the to make a quick passage, and he just car- rigging fell on the house and crushed it ried onto that ship in a way I never see down upon the fires, and it was all of equaled. All three royals, lower topmast, ablaze in an instant. So the first thing

and top-gallan' stur-sails, that is as long we had to do was to put the fire out. as the lower stun-sail would stand, and "Whatever may be said about the old when the wind got so far to the south'ard man's cassed foolishness in carryin' sail as that we had to take that in we set the fly- he had, arter the mischief had been done ing-jib and main-topmast and main-top- he behaved well and was as cool as a cu- strike her on the quarter when it shifted gallan' staysails, and so had more canvas cumber. He met the surging crowd of and bring her up head to the sea. than before, and the old ship went flyin' passengers that was a struggling up from down channel at the rate of about twelve the steerage and got them quieted in a down channel at the rate of about twelve the steerage, and got them quieted in a knots an hour, which, for a full ship such wonderful short time. He told 'em that afore she would go off, layin' dead in the there wasn't the least bit of danger, and water as she was, and the high poop aft "All through the first night and during that in a short time he'd have the ship the next day we had a double look-out all right agin, and arter a bit he got 'em kept, as we were in a region where vessels to believe that carryin' away the masts and it was well we did, for the shift were usually very thick, but we saw noth- was just one of the most common things were usually very thick, but we saw nothing was just one of the most common things when it did come, was very violent; but ing until just at dark of the second day, in the world, and something that was almost sure to happen in every voyage head badly sprung. Having the helm up hard up across the ocean. We had a couple of so long the night before, and she a rollin, "Sail on the weather-bow; hard up across the ocean. We had a couple of good force pumps, and soon got streams "I was at the wheel, and as the mate on the fire and put it out, and so the most try it any longer. With so many people repeated the order I hove up at once. He immediate danger was over. The next on board it was too much of a risk. If he let go the spanker-sheet, and then jumped thing was to get rid of the wreck afore to the lee wheel and helped me heave up, she should drift down a top of it and Luckily the old ship paid off quick, but stave a hole in her bottom, and the order till he got there; and so we squared away

we had a tight squeeze for it, and had to was given to cut everything along the lee and ran for Fayal, where we arrived in go broad off before the wind to clear the rail. We went at it with a will, one watch twelve days all right. other craft. She was a big ship, standing forward under the mate, and the other aft, to tell you sir, but my time's up, and I've in upon a wind, with her starboard tacks under the second mate; and with axes. had one mug over my allowance of ale alaboard, and consequently in keeping off hatchets, and knives we made short work ready. This here twister'll keep till we we ran right square across her bow. For of it, and in half an hour or so we were meet agin."

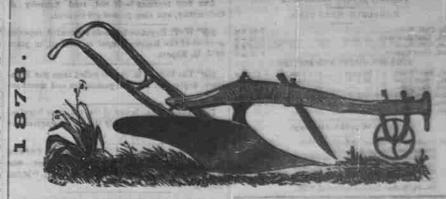
tunately for us, whoever had charge of all clear. The worst job we had was with her observed the rule of the road and held the lee main rigging. The chain-plates his wind, for if she had a kept off she had drawn clear from the upper channels, would have sunk us sure, and as it was and bent clear out their whole length to she went across our stern with everything leeward of the ship, and to get at the lee hard aback, and did not clear us by more lanvards we had to go overboard. There time to consider about such things; what adrift. As soon as ever the wreck was It frightened the old man into takin' the old man gave the order to 'splice the spanker and cross-jack off of her at all main brace.' While we was agettin our events, but he hung on to everything else, grog the old man made us a bit of a and all that night we dashed on through speech. He says: 'My lads, any fool the fog, at the rate of eleven or twelve can carry masts out of a ship if the Lord miles an hour, with the risk of fetching gives him wind enough; but it takes sail-"Arter we got out of the channel there what I calculate you'll show yourselves was of course less danger, as we wasn't to be. The watch below will go and get bound with us or else right in the con- main yard aloft by daylight. I shall go

young chap, as I told you afore, and he sible. We had provisions for seventy supper and a smoke we went on deck and but that clalk she did roll worse than anything I ever see afore or since. We tried various plans with snorters round the mast and what not to shin up, but 'twas no stick was there, and the job was to get up to the head of it. At last the mate see it was no use, and then he gits a couple of spare topmast studding-sail booms and rigged a pair of shears, and then we managed it, and got a double block seized solid up to the mainmast head and rove off a tackle. By the time this was done some of the rest of us had got a spare spare yard, and got it across all ready for hoisting; and at exactly ten o'clock we swayed away on the tackle and had our new main-yard aloft and the sail set, and the biggest error that could occur-why "In less time than it takes me to tell it the ship began to go through the water

when she come up to her course again and begun to go ahead, and he gave orders to 'splice the main-brace' again, and then 510 00 he'd be up with the land in three hours, pull the other masts out, too, and it did says he to the mate: Let the watch go without allowin' anything for overrunnin', so, breaking them off as if they had been | below and get some sleep; we can do as wasn't ship-shape, accordin' to my ex- pipe-stems. The jibboom went at the much in an hour of daylight as in two of perience, not on no account. Howsum cap, the mainmast about three feet below darkness, and I want all hands fresh tomorrow. " Arter that we had 'watch and watch'

cident to tell what ought to have been the poop-deck, which it ripped up as it just as usual, and in fact, arter we had done, and I never see a spar go over the side but what there was plenty of chaps ready to say they knew as how the old all three royals set and fore and main wasn't no aloft to go to, and blow high or blow low we never had to shorten sail. 'cause the sail was short enough already I suppose altogether we got the bulk of double reefed topsails on to her, and sho did go along remarkably well. In the hard gales we had arterwards from the westward, I heard the mate say that he never made so much westin before in such weather as we did in that ship. There passengers in the steerage and about eigh- porary passengers' galley—that is, two of wasn't anything to hold her back, you see, and as for canvas, if we'd a had our teen in the cabin. We passed through the old-fashioned passenger ranges were masts all in and everything a-taunto we the Straits of Dover along about dusk, lashed back to back, and over them was couldn't have spread any more than we with a fine breeze from northeast, and built a bouse of rough boards, just to an- bad spread, and all our top hamper would a been a holdin' ns back. The weather was the most frightfullest I ever see, and I've been across that pond a many times. that was the last sight we had of anything be under cover. Now, just at that time We carried the southerly wind about a like land for many a long day. The wind of the afternoon, of course, there was a couple of days arter our masts went, and went in to the eastward, and from that roaring fire on and a big crowd collected then it went in to the westward, and from that time for about three weeks it light drizzling rain and thick weather. cooked. We'd just been out long enough All the cargo that was in the ship was then for all hands to get over their seaeverybody was as jolly as a lark, cause everybody was as jolly as a lark, cause we agreed that if we could get on with was, consequently, as stiff as a tree, and as young sharks. Why some of that the wind ahead we'd surely get on when owin' to this we didn't realize how bard crowd wasn't killed by the main-riceing gittin' to New York, and in pretty good the wind did blow. The old man was a as it fell, Lord only knows; but except a time, too. In twenty-six days we was up young chap that hadn't had much ex- bruise here and there; there wasn't one with the eastern edge of the Banks, and here we met with a misfortin that was worse than losin' the masts; and that was our rudder gave out. The way it happened was this; we got a tremendous gale from son'west, and towards the last of it it blowed away every blessed rag we had set. Well the old man knowed that when it shifted 'twould be in a hard flurry to the nor'west, and he wanted to get the ship's head to the southard, so as it might to wear her round. It was a long while was more than a match for the staysail forrard. At last, however, she swung off and gathered way, and we got her round; was what had done it. This was the continued to the westward he'd lose the rudder sure, but if he ran afore the wind for the Western Islands he might nurse it

HARDWARE! HARDWA



OF EVERY DESCRIPTION

or-men to rig her up again, and that's ACRICULTURAL IMPLEMENTS.

A GREAT ASSORTMENT OF HOLLOW-WARE!

Via: Sauce Paus, Fry Paus, Ten Kettles, Iron Pots and Furnace Botlers, Galvanized Iron Tubs from 16 to 30 inches:

Galvanized Iron Buckets, 10, 11, 19, 13 inches,

Guns, Rifles, Pistols, Caps, Catridges, Powder, Shot and Balls.

Seine Twine and Wrapping Twine, Fish Hooks and Fish Lines KEROSENE LAMPS AND CHANDELIERS!

had made that observation, runned his crew, was curious to know how far we got her over without any masts, and so Downer's and Devoc's best Kerosene Cil.

DIRECT FROM THEIR FACTORIES, EXPECTED SOON TO ARRIVE.

Dealers desiring to purchase the GENUINE ARTICLE at a Low Figure, will forward their orders immediately.

We would also call the attention of Local and Country Dealers to our fresh stock of

HUBBUCK'S BEST PAINTS AND OILS!

Just Received, the Largest and Best Assortment in the Market. Brushes of every kind and quality,

Byam's 8 Card Matches, on hand and to Arrive

PURE MANILA AND NEW ZEALAND CORDAGE.

Bits, Bridles and Spurs, Mule Collars and Hames.

Ox Chains, Trace Chains, Topsail Chains,

Bar Steel and Iron, Wrought Wails, Cut and Wrought Spikes."

Now is the Time to Buy Goods at 30 per cent. below their Real Value, at the

Concrete Block, Nos. 95 and 97 King Street, Honolulu.

JUST RECEIVED -PER BARK-R. C. Wylie, 116 days from Bremen AND FOR SALE BY

H. HACKFELD & Co., A FINE ASSORTMENT OF

ENGLISH PRINTS HEAVY BLUE DENIMS, WHITE LONG

Briped Ticking, Hickory Stripes, Woolen Blankets, Victoria Lawns, Linen and Cotton Sheeting, Water Suk, Linen and Cotton Handkerchi Lace Mantillas, Lines, Cotton and Pancy Flannel Shirts, Water-proof Shirts, Hickory Shirts, Metting and Cotton Undershirts, Socks and Stockin, Mosquito Netting, Lasting.

AN ASSORTMENT OF FINE CLOTHS, BUCKSKINS

Cassimeres, Bedford Cord, Italian Cloth, Lining, &c., &c., FOR TAILORS USE.

PERFUMERY! Lubin's Extracts, Ean de Cologne, Macassar Oll, Oll Philicone, Lavender Water, Fine Pomatimes

Fancy and Black Jet Ornaments, kar Rings, Brooches, &c. ENGLISH SADDLES, ASS'D QUALITIES. POSTERS OF ANY SIZE! Flax Canvas,

French Bincked Culfikins. Fine Silver Plated Knives, Forks, Soup and Tea spoons, A FULL ASSORTMENT OF Fine Clothing!

Slik Umbrellas and Parasols, Gents' and Ladies' White and Colored Mid Goves, Wines, Liquors, &c.

Norwegian, German and English Ale, in quarts and pints haret, Brandy from Houtelfess & Co., Cognac, thine Wise, Gin in green cases and baskets. Alcohol in gallon demijohns and in 5 gallon time. A LARGE ASSORTMENT OF FRENCH.

ENGLISH AND GERMAN GROCERIES!

Rinck Paint, tion Loan, its Ultremarine Bl Wax and Stearine Candles, Ultremarine Bl Caustic Soda, Lagos Palm Oil. HARDWARE

C. C. Irons, Galvantzed Iron Buckets, Lanterns and Perforated Brass, Galvantzed and Shaam Pipe, Fit hors, in Leather covers, Schworz and Pen and Knives, Jack Knives, Hanca The, Babbitt's Patent Sest Charcoal Tin Plates assorted, Franciss Wire-fron, Hivets, Munitz Yellow Metal, Composition Nat Fine China Breakfast & Tea Sets. Pressed Tumbiers, Pine Tollet Sets.

A LARGE ASSORTMENT OF TARRED RUSSIAN CORDAGE, SPUNYARN LOG LINES, FLAG LINES, &c. Hemp and Flax Packing. Wrapping Paper, Market Bash

An Assorim't of Nurnburg Toys. I. R. Balls Accordeons and Harmonicas. Gold Sorders, Fire Clay and Fire Bricks, Roofing States, Oak Heats for Constern, New and Off-shrunk Shocks, Petroleum Barrels for Tallow Containers

Havana & German Cigars ! de., Ac., de., Ac., Ac., Ac.

H. HACKFELD & Co.

Stone Fence Posts. Pew Granite Pence Posts. For Sale Chesp. 436 in H. M. WHITNEY.

DILLINGHAM & CO. THE HAWAIIAN GAZETTE



Printing Establishment

Possesses a good assortment of

JOB PRINTING TYPE Well adapted to the Printing of

BITHER IN PLAIN OR

Fancy Colors.

WEDDING CARDS.

BUSINESS, VISITING and

BILLHEADS

HOTEL BILLS OF FARE.

BALL TICKETS, CIRCULARS.

ENVELOPES, LAW BLANKS, RECEIPTS

BOOKS and PAMPHLETS, MINISTERIAL REPORTS LAWYERS' BRIEFS, CATALOGUES,

PROGRAMMES, NEWSPAPERS, de, de, de

Having long enjoyed the confidence and patrunage f the public in my business transactions, I lake this pportunity to return my thanks for past favors, and respectfully sak a continuance of the same.

H. M. WHETNEY,